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FOUR HUNDRED LOTS IN KAIULANI TRACT, from \$200 to \$250 a lot.

FIFTY LOTS IN KEKIO TRACT, opposite Makee Island \$600 a lot.

ONE HUNDRED LOTS IN KAPIOLANI TRACT, at \$500 a lot.

Etc., Etc.

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For lifeless, uneven and sickly hair. It keeps the scalp clean and free from disease.

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yields more readily to Scott's Emulsion of cod-liver oil than to anything that you can take; and if persistently used a few days, will break up the cold.

When you awake in the night choked up and coughing hard, take a dose of the Emulsion, and you will get immediate relief, where no cough medicine will give you relief. It has a soothing and healing effect upon the throat and bronchial tubes.

Most people understand Scott's Emulsion is a great body builder—but it is equally good to allay inflammation and cure colds and violent coughing.

Send for Free Sample.

SCOTT & BOWNE, Chemists, 409 Pearl St., N. Y.

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The following desirable properties upon moderate terms:

1—3 brand new and modern cottages on Beretania street west of Piliol street.

2—Cottage on South street near Queen street.

3—Cottages on Chamberlain street near Queen street.

4—Store in Orpheum block on Fort street.

5—Land of the area of one acre, situated on the corner of South and Halekaula streets, and suitable for storage purposes, or for a building site for warehouses or factory.

6—Building site at Kamohiuli, fronting on proposed extension of Rapid Transit to Kaimuki, area one acre.

7—Three building lots on Kaalhee avenue and opposite the Experimental Station at Makiki.

8—Taro land at Manoa and Pauoa.

9—Rice land at Aiea, Ewa.

Also other lands suitable for agricultural and other purposes in different parts of this island.

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BLACK AND WHITE SAND sold from \$1.50 to \$1.75 per cubic yard, delivered.

Special low price in CRUSHED ROCK of all grades from No. 1 to No. 5, or rock sand.

COMMON DRAY, \$5.00 per day.

LARGE DRAY, \$6.00 per day.

WEDDING

Cards Engraved

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CHAS. A. BIDINGER,

Proprietors.

Merchants' Lunch

One kind of meat, soup,

vegetables, tea, coffee, bread

and butter 25c.

Regular Bill of Fare 35c.

Palace Grill

Sidney Boyd,

PROPRIETOR.



"HAS MANY BIG TROUBLES"

The Schooner Herman Did Not Leave as Expected on Sunday.

Aged Captain Brown of the treasure schooner Herman has more troubles. This time it is a fight on another level against the little vessel. The sailors who left or were fired from the schooner on Saturday want their pay and Captain Brown does not wish to pay them, as he claims they deserted from the vessel.

The sailors who are making the row this time are Alex. Swanson, Charles Reed, Benjamin Thompson and K. Kasherson. They tell an interesting story in which the duplicity of a cook figures. On Saturday they say that they complained to the captain over the bread that they were being served with by the cook. The captain is alleged to have declared that the bread was the finest he had ever had. The sailors finally got him to call the cook and on that individual appearing with some of the bread that had been served to the sailors he, the captain, is said to have broken a loaf and tasted it, and then tossed it over the side of the vessel, saying: "That isn't fit for dogs to eat." At the same time the sailors allege that he said that if they were not satisfied with the vessel their money was ready and they could leave. "We took him at his word—we thought it was good enough as it came straight from the skipper," said one of the men yesterday.

The sailors went to their bunks and got on "shore clothes," and about this time they say the captain relented as he saw that his crew intended to take him at his word and go and prospects looked pretty blue towards getting a new with which to sail on the following day for the South Seas. The funny part of the story is that the crew allege that the cook could not bake bread properly and so wished to fool the skipper until the schooner had put to sea. They say that he baked the bread for the crew but went ashore and bought bread for use in the cabin.

Captain Brown is very wroth over the latest turn in affairs. At two o'clock yesterday afternoon he appeared before United States Commissioner Gill to show cause why an order asked for a libel against the schooner by Thomas J. Dillon on behalf of the four sailors should not be issued. He was accompanied by two of the treasure hunters. As Mr. Gill had to appear before the Senatorial Commission yesterday afternoon he postponed the hearing of the case until this morning at ten o'clock.

The sailors also declare that they did not know for a certainty whether they were to be sailors during the next few months or laborers on some South Sea island in the scorching heat of the tropics. Their opinion is that Captain Brown is making for Christmas island and that they might have to spend four or five months ashore there digging around for treasure. They describe the hold of the schooner as a place teeming; a storeroom containing tons of machinery and tools for work in searching for treasure.

Later Mr. Dillon engineered a libel against the vessel, and it is now being held by the United States Marshal.

The Yacht Race.

Editor Advertiser:—Great interest seems to be centered on the Rabbit Island race. It seems to be the one topic along the waterfront and more than one person interested is glad to think that the race has to be run again, and let us hope with a more favorable breeze. Where is the Dewey, Helene, Mary L. and Hawaii? Can some of the smaller boats enter and compete? Everyone cannot be a winner, but we are all wondering why over such a beautiful course and so near regatta day when every boat should be in condition only two boats compete? Is it an open race free for all? Why don't some of our old yachtsmen come out and show what the real yachting spirit means? A cleaner and healthier sport there is none. Why, in a race such as the Rabbit Island one, I would expect the members of the Hawaii Yacht Club would be down to give a send-off or a greeting on the return. Some signal should be given of their return so that interested parties would not miss seeing. Hoping to be a spectator of the next race, which I hope is not far off, I remain,

A SPECTATOR.

VESSELS IN PORT.

U. S. S. Iroquois, Rodman, from Kaniakakal, on Sept. 5.

MERCHANTMEN.

(This list does not include coasters.)
Herman, Am. schr., Brown, San Francisco.
Erskine M. Phelps, Am. sp., Graham, Norfolk, August 19.
S. N. Castle, Am. bktn., Nilson, San Francisco, August 25.
John Currier, Am. sp., Murchison, Newcastle, Sept. 5.
Archer, Am. bktn., Calhoun, San Francisco, Sept. 5.
Golden Shore, Am. schr., Rasmussen, Newcastle, Sept. 6.
James Tuft, Am. bktn., Newcastle, Sept. 6.
Wm. Bowden, Am. schr., Fjerem, Newcastle, Sept. 7.
S. C. Allen, Am. bk., Johnson, San Francisco, Sept. 9.
Julia E. Whalen, Am. schr., Rosehill, Marcus Island, Sept. 10.

CEYLON NOT AN OLD VESSEL

An Old Sailor Contrasts It With Real Old Timers.

"Go on, Sharkey, don't be blubbering around here about the bark Ceylon's great age before she went down! Eureka, blast my peak halyards, but I don't believe you've ever been to sea or you'd shy clear of the hatches in making a statement like that. Now just listen to me and I'll tell you of some old timers that did live until their teeth were all gone," said a crusty old time sailor on the waterfront to a bunch of young fellows yesterday.

"Now this comes straight from the cabin," continued the old man, "and don't you set it down as any Indian ocean albatross yarn. This is knowledge my boy. Old salts like me know a thing or two. The usual lifetime of a ship built of the very best materials is one hundred and twenty years. I mean that is about as long as a ship lives. But I know of a few that kept right side up longer'n that. There was the case of the whaler True Love of Hull, England. I've been in that town many's the time myself and spent my thirty-nine and ninepence in a trip from there down to London town. The True Love was built in Philadelphia in 1748. It sailed for a few years under the Yankee flag and then was bought by an Englishman. The True Love was a bark of about two hundred and fifty tons but this English Johnny converted her into a whaler. It kept changing hands and kept making trips into the icy north—I've been shipwrecked and saved myself on a block of frozen briny up there—until it was ninety-seven years old. Shut up you—it was older than that too for it then went into the wood trade with Norway and didn't go out of commission until it had been sailing for 139 years. It didn't go down then. Some official Johnnies condemned it and it was chopped up by an ax and not by a sea.

"The sailing vessel Betsy Cairns was another long liver. Nobody knows for sure when she was launched but way back in 1688 it was called the Princess Marie and carried Prince William of Orange to England when he became King William III. Queen Anne used it for a while as a pleasure yacht, and you bet if the old craft could warble at all it could have told some spicy tales. After this time it got the name of Betsy Cairns. Its end was enough to make a Chinese cabin lubber weep. It was shipwrecked at Tynemouth in 1827 after having carried the English flag for 139 years.

"Then there's some old warships. Nelson's flagship at the battle of Trafalgar, the Victory, was launched in 1765 and is still intact. It is tied up to one of the wharves in the fine harbor of Portsmouth, Eng.

"No the Ceylon was not very ancient. It was played out by dissipation and disappointment. You see a good vessel what could make trips around the Horn and had done so gets blasted disappointed when she gets stuck up in the sour trade of carrying guano between two islands. That's my opinions lads. So long, I'm going to wiggle around and see if I can find old dad Amesbury."

The young fellows idly walked down towards the Herman to ask if the captain wanted any good hands to get that South Sea treasure.

Now that vacation's over you'll find dust has accumulated during your stay in the country. Telephone or write us for a duster or brush. We have them of every description on

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in	Floor
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Not cheap brushes, but good ones.

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240—Two Telephones—240

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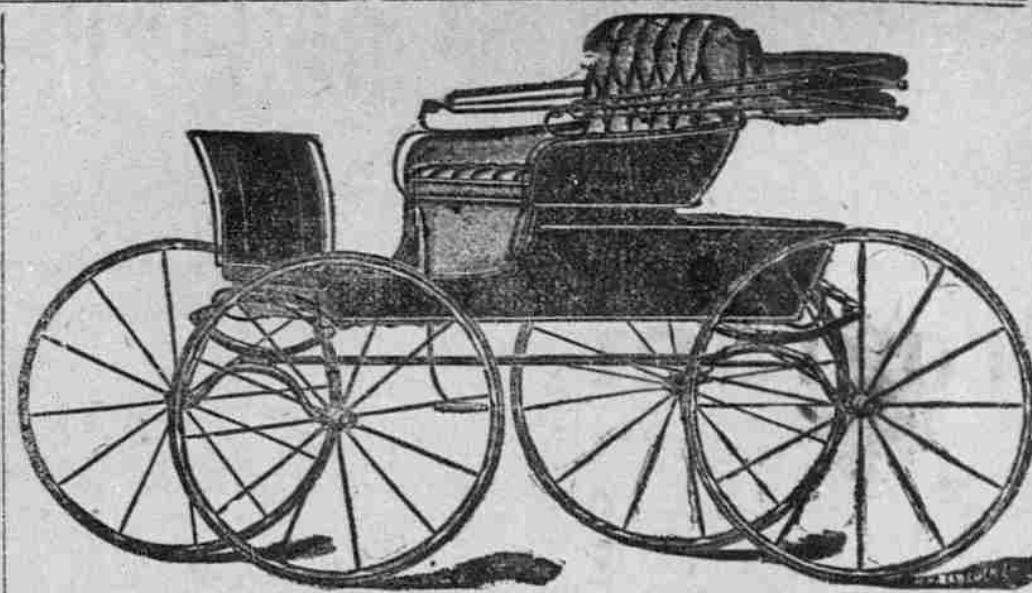
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ABNER DANIEL—By Will N. Harben.

AT SUNNICH PORT—By W. W. Jacobs.

DOROTHY VERNON—By Charles Major.

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